

Service-Information



Group 23 Transmission	August 1983	Bulletin No.: 23 005 83 (2083)
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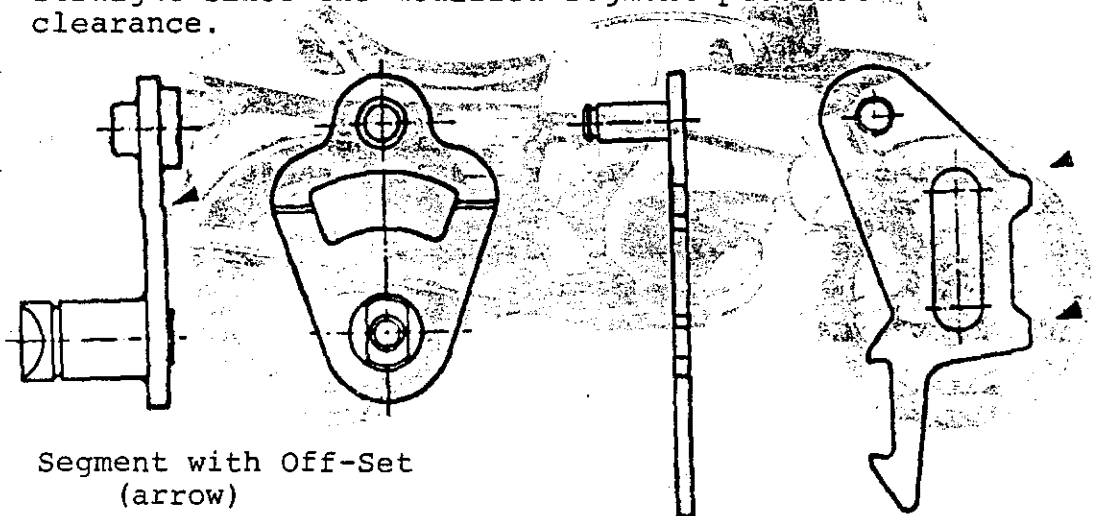
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RE: CHANGES IN THE FIVE-SPEED GEARBOX

Dear Dealer:

To supplement Service Information 23 004 83 (2073), March 1983, further design changes to improve shifting have been made in the shift control mechanism.

The offset, which was put into the shift pawl, is now incorporated on the shift segment in order to obtain pawl spring end clearance. Pawl spring arms are now straight since the modified segment provides clearance.



Shift Pawl with
Overshift Ratchet (arrow)
without Off-Set



Pawl Spring with
Straight Arms

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It was possible that the arms of the pawl spring could bind because of tight tolerances. Now, as a result of these changes (starting with gearbox No. Z5A 79 720), binding of shift control mechanisms has been eliminated.

The shift control mechanism kit (Part No. 23 31 9 056 150) in the future will be equipped with a straight shift pawl arm in addition to the cam discs, pawl spring, plus the offset shift segment.

Make sure that when the shift pawl and segment are replaced together with the new spring, you install an offset segment with a straight shift pawl or a straight segment with an offset pawl. Straight spring Part No. 23 31 1 242 910.

When replacing shift pawls with an overshift ratchet, a new cam disc (Part No. 23 31 1 451 563) will also have to be replaced, otherwise the gearbox will not shift.

The cam discs and the shifter pawl have a special surface treatment (tumbling process), which provides a highly favorable friction resistance due to the very smooth edges.

Also, the adjustable shift linkage of the R80GS was adapted, Part No. 23 41 2 301 391, which makes it possible to adjust the rider's shift lever position for each customer.

When replacing shift linkages with this new style, you must open the holes in the gear lever and foot shift lever from 4.8 to 6.4 mm.

Yours truly,

BMW OF NORTH AMERICA, INC.



Richard Dampf
National Technical Manager

RD/cs